B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1771. 日八十月正年七十二緒光 FRIDAY, MARCH 8, 1901. 五拜禮 號八月三英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	D. Gillies, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray.

A. Haupt, Esq.	P. Sachse, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ℔ Cask of 375 lbs. Net ex Factory.
$3.00 ℔ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
KOBE	*Nankin*	C. J. Benton, R.N.R...	About 9th March...	Freight only.
LONDON, &c.....	*Bengal**	S. Barcham.....	Noon, 16th March..	Freight or Passage.
SHANGHAI	*Chusan*	C. L. Daniel	About 16th March..	Freight or Passage.
STRAITS, COLOMBO & B'BAY }	*Mazagon*	...R. T. L. Cook, R.N.R..	About 26th March..	Freight only.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" .....7,405 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th March, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(:o:)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 20th day of March, 1901, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th March, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.
It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY
AGENTS.

25]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898 [21

Intimations.

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.



Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

JOHN DE KNYPER'S

GENEVA GIN.

IN CASES OF 15 BOTTLES = 4 GALLONS.

PER CASE $7.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

Telephone No. 75.

ESTABLISHED 1864.

LONDON	Rangoon Street, Crutched Friars.
GLASGOW	St. Enoch's Square.
SHANGHAI	Foochow Road.
HONGKONG	Queen's Road.
SINGAPORE	Raffles Quay.

AGENCIES.
Tientsin, Port Arthur, Chefoo, Wei-hai-wei, Kiaochow, Hankow, Foochow, Taiwan, Tamsui, Canton, Yokohama, Kobe, The Philippines, Penang, Bangkok, British North Borneo.

15, Queen's Road,
Hongkong, 6th March, 1901. [15

SALE OF SHEET MUSIC.

6 FOR $4.00. SOILED 6 FOR $1.00.

OPERAS, FOLIOS, BOOKS—HALF PRICE.

26] ROBINSON PIANO CO.

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1900, on or before the 15th March, on which Date the Accounts will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st March, 1901. [27c

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of $2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersigned at the COMPANY'S OFFICE, No. 20, Des Vœux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order,
J. W. KEW,
Manager.

Hongkong, 1st March, 1901. [26c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
General Manager.

140c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th February, 1901. [212c

Intimations.

NOTICE.

ALL OUTSTANDING ACCOUNTS against the Undersigned must be presented for PAYMENT not later than NOON, TO-MORROW, the 9th instant.

HECTOR W. SAMPSON,
Room 74, H.K. Hotel.

Hongkong, 8th March, 1901. [282c

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, TO-MORROW, the 9th March, at 12 NOON, for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th day of March, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 8th March, 1901. [246c

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the Hongkong General Chamber of Commerce will be held on MONDAY, the 11th March, at 3 P.M., at the CHAMBER ROOM, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ended 31st December, 1900.

By Order,
R. CHATTERTON WILCOX,
Secretary.

Hongkong, 4th March, 1901. [281c

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 14th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 11th March, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 26th February, 1901. [260c

Entertainment.

THEATRE ROYAL,

CITY HALL.

Mr. HENRY DALLAS' MUSICAL COMEDY COMPANY, presenting all the LATEST LONDON SUCCESSES.

GRAND OPENING, TO-MORROW NIGHT,
MARCH 9TH.

With a magnificent production for the FIRST TIME IN HONGKONG OF THE VERY LATEST MUSICAL SUCCESS,

"FLORODORA."

NOW DRAWING CROWDED HOUSES NIGHTLY AT THE LYRIC THEATRE, LONDON.

FULL CHORUS.
AUGMENTED ORCHESTRA.
Musical Director—Mr. W. F. Vallance.

MAGNIFICENT SCENERY, by Mr. W. H. Pulford.

BEAUTIFUL DRESSES, by the leading London firms.

The whole produced by
Mr. HENRY DALLAS.

THURSDAY NEXT,
"SAN TOY."

PLAN at ROBINSON PIANO CO.

ADMISSION:—$3, $2 & $1.
No Half-Price.

Doors Open at 8.30 P.M., Commence at 9 P.M.

NOTICE.

Owing to the great demand for Seats, the Management is compelled to give Notice to patrons that all Tickets for Seats reserved must be taken up the day before each Performance, or they will be re-sold.

A Late Tram will run nightly during the visit.

BERTRAM HERMANN,
Business Manager.

Hongkong, 7th March, 1901. [288c

To-day's Advertisements.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, TO-NIGHT, the 8th March, at 8 o'clock, P.M.

MEMBERS intending to be present are requested to send in their NAMES to the HON. SECRETARY, on or before TUESDAY, the 5th March.

The Secretary will be glad to receive the Names of Devonians wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary,
C/o HONGKONG CLUB.

Hongkong, 8th March, 1901. [234c

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the SOCIETY'S HEAD OFFICE, No. 1, Queen's Buildings, on TUESDAY, the 19th March, at NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Society held on the 1st March, 1901, will be submitted for Confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

"That in Article 91 the Figures "$7,000" "be eliminated and in place thereof the "Figures "$12,000" be inserted."

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 8th March, 1901. [303c

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [304c

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [305c

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

(Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTS-HÖHE, TOWNSVILLE, BRISBANE & SYDNEY).

Taking Cargo at through Rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"NUENTUNG,"

Captain Gosewisch, will be despatched for the above Ports, on TUESDAY, the 12th instant.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 8th March, 1901. [306c

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Opticiun, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL.)
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1452b

WANTED.

THREE or FOUR LADS
to SELL the
"HONGKONG TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at
THIS OFFICE.

Hongkong, 11th January, 1901.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports; for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made Books for the Children of the Poor Schools, by the Sisters.

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per Case 1 doz.
B.—SUPERIOR PALE, DRY, dinner wine, Green Seal Capsule	$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule *(Old Bottled)*	20.40

B, C, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XERES WINES.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

IT is requested that all communication relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication: but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 8, 1901.

REUTER'S TELEGRAMS.

SCENE IN THE HOUSE OF COMMONS.

MEMBERS NAMED.

LONDON, March 6th.

A great scene occurred in the House of Commons owing to Mr. Balfour closuring the debate. The Nationalists refused to vote. The Speaker named nine members, who were suspended and, refusing to leave, were bodily carried out by the police after an unseemly struggle.

LATER.

THE SCENE IN THE HOUSE OF COMMONS.—SUSPENDED MEMBERS.

Mr. Balfour has given notice that he will move to-morrow, that, as the suspended Members required forcible ejection from the House, they be suspended for the remainder of the Session.

THE DUKE OF YORK'S TOUR.

It is officially notified that the Duke and Duchess of York should arrive at Singapore on the 21st April, and sail on the 23rd April.

WEATHER REPORT.

The Observatory report says:—

On the 8th at 11.50 a.m. the barometer has risen in S. China, and is inclined to fall again in the North. Pressure is highest between the E. coast of China and Japan. Gradients slight in the North, moderate with fresh monsoon over the N. part of the China Sea. Forecast:—fresh to moderate E. winds; fine.

LOCAL AND GENERAL.

A GUNNER in the 38th Company R. A. was killed yesterday by a fall from the verandah of Victoria Barracks.

WE are informed, say the *Foochow Echo*, that Dr. W. Wykeham Myers of Takow has been appointed doctor at Pagoda Anchorage, vice Dr. Underwood, deceased.

THE diver Brodie, who was rescued on Saturday last in the accident to the dredger, and appeared to be going on favourably, had a relapse and died yesterday morning.

WE are informed that Mr. W. G. Winterburn will read a paper to-morrow evening at 9 o'clock at the Engineers Institute, on "Classification Societies." Mr. Cooke will take the

THE latest transfers of properties have been, says the *Foochow Echo*, the old Loong Shun compound to the Hongkong and Shanghai Bank and the Hong known as Birley & Co.'s to Mr. G. Siemssen. The prices have not transpired.

WE have received a List of the Chinese Lighthouses, Light-vessels, Buoys and Beacons, being No. 6, Miscellaneous Series, of the Imperial Chinese Customs, published by order of the Inspector-General of Customs. This list is corrected to December 1st, 1900.

CAPTAIN LANS, the gallant commander of the *Iltis* sloop of war during the attack on the Taku forts, returned home recently and was received with all possible honours. This brave naval officer, however, is suffering, yet, and he has to walk by the aid of two sticks; his hair, also, has become slightly grey; but he hopes soon to be fully recovered, and to be able to return to China.

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.:—

1. March ..... "A Frangesa" ..... Costa.
2. Euphonium Solo ..... "Love's Old Sweet Song" ..... Molloy.
3. Selection ..... "The Chieftain" ..... Sullivan.
4. Valse ..... "Weaner Man" In ..... Ziehrer.
5. Gallop ..... "Always Joyful" ..... Hecker.
6. Selection ..... "Florodora" ..... Stuart.

Extra.

Graceful Dance ..... "Irene" ..... Vandervell.

God save the King.

THE Nagasaki trade returns for the first half of February are represented by the following figures:—

	yen.
Imports	700,118
Exports	88,345
Excess in imports	611,773

The great increase in imports is due to the large quantity of sugar imported into this port during the half month, ordered by local merchants in anticipation of the increase of Customs duty on the article.

THERE has lately been a certain amount of discussion respecting the idea of constituting Nagasaki a free port, and there are many local persons who are ardent advocates of the idea. The matter has, I believe, says a writer in the *Nagasaki Press*, been already noted in the Diet, but not yet seriously discussed. It is doubtful whether Parliament will admit the idea, for though there are many advocates of free trade principles at the capital, and including several very highly placed statesmen, the general run of members of the Lower House of the Diet will, from all I could learn, hardly be persuaded to vote for such a project.

A RECENT issue of the *Kokumin Shimbun* says:—"It is rumoured that the Japanese Government has submitted to the Peking Conference a proposal that China be required to establish schools in each province, and to abolish the present system of Manchurian "banners" and Green Flags, substituting the German system of conscription. Establishment of schools throughout the Empire is certainly a very desirable measure and will not fail to give a new inspiration to the Chinese people. However, we are authoritatively informed that there is no truth at all in this report originated in Shanghai. Careful discrimination must be exercised to eliminate the true from the false reports. The same is especially true in case of reports originated in Shanghai." The latter admonition is almost superfluous.

THE pay of the officers on the Hamburg-American Line boats was raised considerably on the 1st January, says *Fairplay*. For first officers on the great passenger steamers the monthly wage at the commencement of service was increased from 180 to 220 marks; for the third year the pay will be 240 m. instead of 200 m.; for the fourth year it is raised from 250m. to 280 m., and in the fifth year it will be 320 m. instead of 300m. On board the other boats the first officers now start with 200 m. instead of 160 m. as formerly; after two years' service their pay will be 220 m. instead of 180 m.; after three years they will get 240 m. in place of 190 m.; and in the fifth year the pay will be 260 m. instead of 200 m. For second officers, 169 m. is the pay at the commencement instead of 125 m., in the third year 170 m. instead of 145 m., and in the fourth year 180 m. instead of 155 m. The pay of third and fourth officers has been raised 20 m. per month; the third officer now receives on getting his appointment 130 m., and after one year's service he will get 140 m. The fourth officer begins at 110 m., and this sum is raised to 115 m. in the second year. The other conditions as to board, etc., remain the same as before.

A SPECIAL of Jan. 26th to the *New York Sun* from London says: It is too early to attempt any deep analysis of the effects of Queen Victoria's death to the world at large and within her own empire, but as for domestic affairs I am inclined to think the King's accession will strengthen instead of weaken the Government. Edward VII is above all things a man of the world. He knows better than the aged Queen could know the need of radical but difficult reforms, chiefly in the army, which the safety of the empire requires. He will be a tactful, conscientious and conservative monarch. I believe he will be something more. He is a man who has partaken to satiety of life's pleasures. There is no doubt of the sincerity of his purpose to do serious work for his people. He may not possess the genius of statecraft and creative enthusiasm of the Kaiser, but he is ready to make great sacrifices for the empire. He can by sheer determination, if he chooses, accomplish the herculean task of transforming the British army into a weapon which the world will fear and respect instead of despise, as it does to-day. The difficulties in the way are purely social, but are so enormous that all men confess that none can destroy them save the King himself, and even for him the task will be

WE understand that there has been some dissatisfaction lately as to booking seats for various entertainments, it being stated that sometimes persons who booked certain seats had to take up others instead, but we are informed that arrangements have been made to prevent the recurrence of this at the Dallas Company's performances.

A TIME-BALL has been erected in Antwerp harbour for the benefit of the shipping in the port, and it is so situated as to be visible from the roads as well as from all the harbour basins. This will enable the crews of vessels to verify the time. The ball falls at 1 hour and 1 hour 15 minutes mean Greenwich time, which is equal to 13 hours and 13 hours 15 minutes official Belgian time.

Fairplay for January 31st gives a list of record passages for 1900 made by sailing ships. The first or last reported signalling on the British coast is taken as the date of arrival or departure, and the dates given are those of the arrivals of the ships. The shortest passages to Hongkong were:—

Peter Rickmers	106 days from New York	Aug.	11
Dundee	109 "	Oct.	16
Governor Robie	110 "	July	9

Longest passages were:—

Norma	198 days from Cardiff	April	21
W. H. Smith	182 " New York	Mar.	28
John Currier	178 "	Mar.	11
Isaac Reed	170 "	Feb.	8

THE vexing question of precedence in Washington society has been settled at the very outset of the social season. The President at his first Cabinet dinner offered his arm to Mrs. Henderson, wife of the Speaker of the House of Representatives, to escort her to dinner as the guest of honour, says the *New York Herald*. The act of the President has established beyond doubt the claim that Speaker and Mrs. Henderson have made all along that they ranked above the Cabinet and Senatorial circle. Another contention for precedence now settled is between Mrs. Miles and Mrs. Dewey. The death of the latter's mother has placed Mrs. Dewey in retirement for the winter, and Mrs. Miles will have the social prominence that she claims is her right as the wife of the head of the army.

IT is reported that Mr. Sahei Ohashi the proprietor of the well known Hakubunkwan publishing house, intends to establish a library at his own expense. The cost of the establishment is put at *yen* 100,000 and that of maintaining the same at *yen* 25,000. It is said that Mr. Ohashi was in Europe and America some time ago and was agreeably surprised to find good library accommodation there. Hence the proposal. He is certainly right in his estimation of the benefits which the public derives out of a good library accommodation. We hope that he will be the pioneer in the field of this kind of enterprise in our country with many others to follow. This information is from the *Kokumin Shimbun*, but it seems curious that Mr. Ohashi was surprised, apparently, for the wording of the paragraph is rather obscure, to find that they had libraries in Europe and America.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Monday, the 11th March, at 2 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 10 to 13.)
2. Financial Minute. (No. 14).
3. Report of the Finance Committee. (No. 4.)
4. Report of the Public Works Committee. (No. 2).
5. Report of the Standing Law Committee.
6. Sanitary Bye-Law. (Cleansing and Limewhiting.)
7. Sanitary Bye-Law. (House-draining.)
8. Motion as to Ordinance No. 12 of 1899.—

Whereas, by section 6 of The New Territories Regulation Ordinance (No. 12 of 1899), it was enacted that the said Ordinance should remain in force for the period of one year from the date of its coming into operation, and for such further period or p[illegible] as might, from time to time, be determ[illegible] by resolution of the Legislative Council;

And whereas, by resolution of the said Legislative Council dated the 15th of March, 1900, it was resolved that the said Ordinance should be continued in force for a further period of one year:

It is hereby resolved by this Council that The New Territories Regulation Ordinance, 1899, shall be again continued in force for the further period of one year from the 18th day of April, 1901 (inclusive).

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to provide for the better enforcement of discipline among the subordinate staff in the Civil Medical Department.
2. Second reading of the Bill entitled An Ordinance to consolidate and amend the Laws relating to the Punishment of Flogging.
3. Committee on the Bill entitled An Ordinance to repeal all Ordinances for the Naturalization of Persons as British Subjects within this Colony and to make provision for the Preservation of the Rights of such Persons.

A meeting of the Finance Committee will be held immediately after the Council.

PERAK COLOUR FOR UNIFORMS.

"H. B. L." writes in the *Straits Times*:—A good deal has recently been said and written in favour of, and against, different colours for the uniforms of troops in the field, but the colour that was adopted by the British troops in the Perak War in 1876, has somehow escaped notice. As "H. B. L." was in camp with the forces at Kuala Kangsar, in 1876, he is thus in a position to say something about it. For cheapness and facility in dyeing, he avers, the colour should commend itself. A white suit of clothes steeped over-night in a pail of the prepared dye, which was nothing more than dissolved Chinese ink, produced a light slate colour which proved highly serviceable in jungle work; while it offered the enemy but little chance of observation from a distance. The process of dyeing was quite simple, the outlay was small, while it could be done under any circumstances if the simple materials were at hand. All one had to do was to procure a cake of Chinese ink, dissolve it well in a pot of boiling water and keep stirring the whole thing as is done when using Maypole soap for dyeing purposes, and allow the clothes to be dyed to remain in the dye for a whole night. After rinsing the clothes in clean water next morning, and carefully brushing them with a hard brush to secure an even colour throughout, they are fit for use as soon as they are dry. It takes a good many washings and as many months of hard wear to get rid of the colour, [illegible]

SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present the Hon. F. H. May C.M.G., (Captain Superintendent of Police) Dr. Bell (Acting Principal Civil Medical Officer), Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Chan A Fook, Mr. Fung Wa Chun, and Mr. G. A. Woodcock (Secretary).

COLONIAL VETERINARY SURGEON'S REPORT.

The report of the Colonial Veterinary Surgeon (Mr. C. V. Ladds), extracts of which we published yesterday, was submitted. The consideration of it had been adjourned from the previous meeting.

Mr. Osborne said there were several points in Mr. Ladd's reports, some of which, he thought, they should give attention to and ask the government to carry into effect, if not all, at least, some of his proposals. He thought it was due to Mr. Ladds that some more notice should be taken of his reports than it appeared customary to take. It seemed to him that these reports year after year came to them, and went on to the Government, containing very valuable suggestions. The pigeon-hole received them and nothing further was done. Broadly speaking Mr. Ladds had, in the report under notice, made three suggestions. The first of them was in connection with slaughterhouse, where he had asked the Board for two additional inspectors, and said that they had not been granted. He thought they should ask the Government to give effect to those suggestions. Then in connection with the Central Market. He had said—if his figures were correct—most conclusively that the present method of lighting was inferior to gas, and very much more expensive. Mr. Ladds had suggested that the market be lighted by gas instead of the very inferior electric lighting now used. He (the speaker) thought the Board should take notice of that suggestion, and ask the Government either to substitute gas for electricity or to call upon the Electric Company to provide better lighting. Then in regard to the supervision of the markets, Mr. Ladds very rightly considered that the supervision of the food supply of the Colony was of the most vital importance to the health and well-being of the community. He again asked for an additional Inspector, and he referred to a recommendation made by the Hon. F. H. May and himself (Mr. Osborne) in 1898, that the salaries of the Inspectors at Kennedytown and the Inspectors of markets should be increased. What was the use of Mr. Ladds reiterating those suggestions and those remarks, if no further notice was going to be taken of them? There was no doubt that what Mr. Ladds had said in regard to the supervision of the food supply of the Colony was very true indeed, and he thought they should back him up and ask the Government to give effect to his suggestion. He therefore begged to propose that the attention of the Government be drawn to the points which he had mentioned, Mr. Ladd's suggestions, and that they be asked to give effect to them, more especially as to the effectual supervision of the markets.

Dr. Clark said he would like to make the suggestion that not only should Mr. Ladds' reports be considered, but all the annual reports which were laid on the Board table. He thought they should be dealt with by a Committee of the Board, before they were forwarded to the Government. Any recommendations which individual members of the Board should make should be brought forward to that Committee and discussed, and then the whole thing should be sent to the Government with the Committee's report on them. He quite agreed that there were several valuable suggestions in Mr. Ladds' present report, and he thought that the Board should support the recommendations of their officers by going fully into those questions. He proposed that the Board appoint the Committee then and there, to go into the questions raised and to report to the Board whether they were worth acceptance or not, for he was quite assured that the recommendations of the Board would have greater weight than the recommendations of any individual officer.

The President thought the suggestion of appointing a Committee was a good one. There were, however, several matters upon which he did not agree with Mr. Ladds. He suggested that the Committee consist of the Vice President and Mr. Osborne, both of whom had taken great interest in the matter. He thought it much better than forwarding the report.

On the motion of Mr. Osborne, seconded by Dr. Clark, a Committee was appointed as suggested by the President.

THE USE OF VERANDAHS.

Correspondence was submitted with reference to the use of verandahs as store-rooms, living rooms, kitchens, etc., and the question of partitions in verandahs. We published extracts yesterday.

Mr. Osborne said that the question of the verandahs was apparently a trivial one, and more or less a mare's nest, but if they stirred in it, and if the Government stirred in it, it would give rise to an immense amount of trouble, and at a time when they least required it. The plague season was approaching, and they would have all their time cut out; they would need all their energies, to combat the outbreak of that scourge during the coming summer. Therefore on those grounds alone, he thought it would be unwise for them to support any new crusade with respect to verandahs in the Colony. But, taking the matter on its own merits, if they interfered with the existing customs with reference to verandahs; if they prevented the Chinese from making use of their verandahs, they might just as well prohibit the erection of them altogether, and if they prohibited the erection of them altogether, they would be changing the whole social life of the Chinese in the Colony. They would turn their dwellings, comfortless as they were to-day, into mere barrack rooms, with no comfort at all, and without the slightest privacy. They, as a Sanitary Board, and the Government, had interfered with the privacy of the Chinese, and more especially with Chinese family life to a very great extent, but it had been done from sheer necessity, and he maintained that any future steps they undertook for the preservation of the health of the Colony, should be so undertaken with a due regard to the feelings of others, and, among other things, with regard to the maintenance of privacy of Chinese family life. Where was the necessity to trouble about the matter at all? The Government said the use of the verandahs was abused. Any one passing along the street could see the existing law was not enforced—it was so absurd. Was it likely that owners of property would go to the enormous expense of putting up verandahs unless they were needed and of benefit to them in their home life, and yet it was suggested that they should abolish them altogether throughout the Colony. Verandahs were used occasionally for the cooking arrangement of the home, and particularly for sitting out in the cool evening air. There was no harm in any of those things he had mentioned, they were not they did away with the only little comfort the Chinese had. He believed the idea was to abolish partitions opposite party walls in verandahs, so as to allow a freer circulation of air. That was, he had no doubt, perfectly true, but on the other hand any one who had given the the matter the slightest thought would know that, especially in the summer, if they abolished those walls, they would close the windows and the shutters, which were a protection against wind, rain and sun. So that if they did away with the verandahs they would be making the houses more insanitary then they were at the present day. It was far better that the people should take their meals or sleep in their verandahs, than in the rooms behind them—it was much better that they should live in the open air, than exist in the foetid atmosphere of these inner rooms. He thought the Board should recommend to the Government that in no way should these verandahs be interfered with.

Mr. Chan A Fook said he quite concurred with the remarks of Mr. Osborne. If they wanted to improve the sanitary condition of the Chinese, they should be prepared to give them every latitude. It was not in any way expedient to trespass upon their privacy or interfere with the social conditions under which they lived, except, in so far as would be necessary for the general health of the Colony. He thought the Government should be asked not to interfere at all in the matter of the verandahs, especially at the present season, so near the approach of summer.

The Hon. F. H. May said he thought the Medical Officer of Health should alter his minutes so that they should read.—"In future buildings, partitions be allowed to a height of seven feet solid so as to secure privacy, and that the rest of the partition should be of iron bars or lattice work, at least two thirds open." He did not think the Government wanted to interfere with the Chinese at all.

The President said that the question had arisen in this way. One of his assistants had found out—rather late in the day, perhaps—that the partitions were against the Building Ordinance, and against the law. He (Mr. Ormsby) did not agree with the assistant's view. It appeared now that for many years the law had been continually broken. Perhaps his predecessors were of the same opinion as himself, and thought the partitions were not forbidden. The Legal Adviser to the Government had now stated that the law had laid down one thing and another interpretation had been placed upon it. The Attorney-Generals' view was that although the requirements of the Ordinance had not been met, yet the law should always be enforced, and at all times if it was harsh or unreasonable it should be altered and not ignored. He thought it would be very hard indeed to compel the owners of properties to build solid party walls in the verandahs—they would much prefer not to have them at all. Take the case of the Hongkong Hotel for instance. There the law had been broken in every storey by the erection of verandahs, and it would be a great hardship if they had to be removed after all these years. He therefore was in favour of the law being enforced, but not with respect to existing buildings.

Dr. Hartigan said that the Legal Adviser wished to have privacy preserved and at the time to secure free circulation of air. Could not some means be devised to obtain the two combined? Did the President object to the ordinary lath and plaster partition?

The President replied that the lath and plaster partition would cut off the air just the same. Outbreaks of fire in Hongkong were generally confined to one house in consequence of the thick solid party walls, but if they had the ordinary lath and plaster partition there would be nothing to confine the fire, and much greater loss to property would follow.

The Vice President said it cut both ways.

Dr. Bell opined that if they ran up solid party walls there were no more verandahs. If they looked along the verandahs in the Queen's Road they would see that they were nothing more nor less than living rooms.

Mr. Fung Wa Cheun said he agreed with Mr. Osborne. There had not been any previous objection to the verandahs and nothing against their present use had been urged. Now it appeared that a subordinate officer had just found out that these things were against the law, and there and then a stir was made about it. What had the matter of these verandahs to do with the sanitary condition of the Colony? Nothing, they might rest assured, for if it had, the Medical Officer of Health would have remarked on it long since. If they only allowed the walls seven feet in height, the Chinese would have to close up their windows at night, so that instead of their geting more light and air they would be deprived of both. He thought they should recommend the Government to allow them.

Dr. Bell said that if the Chinese got their 8 feet of solid wall they would lose their ventilation. He did not care what the custom was, he was against it. He had his opinions on the whole thing, and would tell the Government what he thought of it.

The Vice President said that the verandahs were an encroachment and should not be allowed at all.

Mr. Osborne moved as an amendment that the Government be asked not to move in the matter at all.

Mr. Fung Wa Chun seconded.

The President put the amendment to the Board, and it was carried.

THE VICTORIA HOSPITAL FOR WOMEN AND CHILDREN.

Plans for the Victoria Hospital for Women and Children were submitted.

PLAGUE AT THE CAPE AND SINGAPORE.

The outbreak of plague in King William Town District, Cape Colony, was reported. Three cases of plague in Singapore between the 22nd and 24th February, 1901, were also reported.

RESIGNATION OF MR. MCKIE.

The President said Mr. McKie had asked permission of His Excellency to resign his seat on the Sanitary Board. He thought they would all regret the absence of Mr. McKie from their deliberations and from the sub-committees which reported on the back slums of the town, in which he had always taken a very great interest.

THE PRESIDENT'S HOLIDAY.

The President goes on leave next week. He said, Gentlemen: This being the last meeting at which I shall have the honour of presiding, I wish before we part to thank you all for your kind assistance and co-operation with me since I have been President of this Board.—Our meetings have been sometimes characterised by warmth, but what of that? It merely shows that we are in earnest and hold strongly to our opinions and I do not think it is to be regretted—I must say that I have entirely failed to notice that line of demarcation between the officials and the non-officials on this Board which has in some quarters been spoken of, and I think a reference to our divisions would clearly prove that no such difference exists. We can, I think, look back on much good work done during the past 12 months, and I feel no doubt that an improved condition in the sanitation of the Colony is the earnest wish and aim of every member of this Board. In conclusion, gentlemen, I again thank you for your kind consideration during the year we have worked

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice), and a Special Jury.

March 7th.

HERBERT PRICE, TRADING AS H. PRICE AND CO., *v.* LUM SIN SANG.

This case came on for hearing again. The plaintiff prays that the defendant may be ordered specifically to perform an agreement and to grant a lease to him in accordance with the terms of the said agreement.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes, and Master) appeared for the plaintiff, and Mr. J. J. Francis, K.C. (instructed by Messrs. Mounsey and Brutton) appeared for the defendant.

The jurors were Messrs. Thos. Arnold (foreman) A. Denison, J. M. Beattie, F. H. A. Fuchs, R. G. Shewan, R. K. Leigh, and A. Shelton Hooper.

His Lordship having summed up, submitted the following questions to the jury:—

1. Did Shau Shan in the early part of the year 1900 make an agreement on behalf of the defendant with the plaintiff whereby it was agreed, (*a*) That the plaintiff was to have a lease of a godown at No. 10, Queen's Road Central, from the 1st May, 1900, to the 28th February, 1907, at a monthly rental of $50 free of taxes, and (*b*) That the plaintiff was to have a lease of the premises at No. 12, Queen's Road Central, then occupied by the plaintiff in his business of H. Price & Co. for a term of three years from the 1st July, 1900, at the monthly rent of $30 free of taxes, and (*c*) That the defendant as landlord should pay the sum of $60 in respect of any limewashing and painting which should thereafter be executed upon the said premises at No. 12, Queen's Road Central, but that any expenditure for lime-washing and repairing &c. beyond this sum should be paid by the plaintiff as tenant?

2. If it was agreed as in (*a*) and (*b*), did those agreements constitute one common and connected agreement or were they separate and independent agreements?

3. If question No. 1 is answered in the affirmative, did Shau Shang have authority to enter into the agreement on behalf of the defendant?

4. If so, has the plaintiff expended money, upon the faith of the said agreement, with (1) the knowledge of the defendant, or (2) the knowledge and consent of the defendant (*a*) In levelling and cementing the floor of the said godown and (*b*) Upon the colour-washing and painting of the said premises at No. 12, Queen's Road Central, and (*c*) In altering and enlarging the said premises at No. 12, Queen's Road Central, and (*d*) In extending the electric light in the said premises at No. 12, Queen's Road Central?

The jury after an absence of about ten minutes, returned, and the Foreman (Mr. T. Arnold) said that the jurors were unanimous in their reply to clauses *a b* and *c* in question one, which was "Yes." To question two the unanimous reply was "singly and inseparably." To question three, six of the jurors answered "Yes" and one "No," and to question four, six answered "Yes" and one "No."

Mr. Pollock—I may say they are all in favour of the plaintiff.

His Lordship—Then I think the best course will be for Mr. Pollock to move for judgment.

Mr. Pollock said he submitted that after these findings it only remained for him to move for judgment.

Mr. Francis contended, however, that the questions of law should be argued.

It was decided that these should be argued at an early date.

Mr. Shewan then, with the permission of his Lordship, said he felt very strongly on the present system of selecting jurors, because out of 12 gentlemen who attended in order that a jury might be selected from them, five were summoned for the previous jury. They made no protest at the time, because they understood that they were summoned on the new list, but the Clerk to the Court distinctly said in regard to Mr. Hough that he could not understand how these names had been given. He understood that 24 names were submitted to the solicitors, who selected 12 to appear before the court. This system seemed to them to be liable to grave abuse, because one had only to get a solicitor to object to his name to prevent his being called upon to serve; so that the 12 who did not wish to shirk their duty had to do double work. Another thing was that he did not think very great care was taken about obtaining the proper names and addresses. A man might have an office in the city, but because his name was not in the Directory he was not summoned at all. He thought the solicitors should be obliged to make their objections in open Court, and give a reason why the gentlemen they objected to should not serve. Continuing, Mr. Shewan observed that it seemed to the jury that a great many of these cases were simply worked up by Chinese clerks. If the Chinese would indulge in the luxury of a law suit they should be made to pay heavily for it, and he would humbly suggest on behalf of the jury that at least $100 a day should be given to the jury out of the pockets of these gentlemen who wish to go to law. At least he believed such cases as that should have gone before the grand jury, who would have had the option of throwing them out.

His Lordship said that was only in criminal cases.

Mr. Shewan begged pardon. He said he was sure his Lordship was much more able than the jurors to settle these cases, and the jurors would be grateful to his Lordship if he spared them their attendance there.

His Lordship said he was surprised when he saw Mr. Shewan and one or two other gentlemen on the jury, knowing that they had served in a recent case. He would make careful enquiry, and see whether this thing was rightly done or not. With regard to Mr. Shewan's general observations on the jury system it was a rather large question; but he might say that the new Code of Civil Procedure would somewhat restrict the right of jury trial.

Mr. Shewan's remarks were supported by Mr. Francis and Mr. Pollock.

His Lordship said he would give the matter his attention, and relieved the gentlemen who had served on this jury from serving again for 12 months.

THE PLAGUE.

Number of cases reported up till noon of the 7th March, 1901	Chinese	36
	Other Asiatics	0
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date,		37
Number of deaths reported up till noon of the 7th March, 1901	Chinese	36
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of deaths reported to date,		37

BOXING AT THE THEATRE.

A crowded house was assembled at the theatre last night for the boxing contests arranged by Mr. W. B. Waters. The arrangements were carried out in characteristic good style, the chief contest being advertised to take place between the two well known boxers, T. Armstrong, H.M.S. *Centurion* and Joe Riley, of America.

The bout of the evening was preceded by exhibition bouts, the first of these being between J. Mills, H.M.S. *Centurion* and Curly Bartlett, H.M.S. *Goliath*.—They fought four rounds in good style and applause greeted their efforts.

The next bout was by W. Howard and A. Bratt, both of H.M.S. *Centurion*, stokers. Four rounds of very clever exhibition boxing were given, in which both showed themselves to be no novices in the "noble art." Their show was about the best piece of exhibition sparring that we have seen in the ring for some time. They were only lightweights.

Next Geo. Smith, H.M.S. *Centurion* who has just carried off the light and middleweight championships of the Colony, boxed Sam Bentley, Torpedo Depot, lightweight champion of the West of England, in a six round exhibition contest. This bout was a fine display, but Bentley had rather the best of it throughout. Smith's claret was tapped towards the finish.

J. Driscoll, H.M.S. *Centurion*, then boxed H. McAuly of the same ship in an exhibition spar. Four rounds of good boxing were gone through, there being no decision in these exhibitions. Both got in blows, but Driscoll, a relation of a lightweight champion in the Navy, got the better of the spar.

Mr. Waters here came forward and asked if Riley was in the theatre. No answer was given, and explaining that Armstrong was not to blame in the matter and that the thing had been got up between Riley and Armstrong, Mr. Waters announced that Con Sheehan would give an exhibition with Armstrong.

After a delay of about fifteen minutes, Armstrong and Sheehan appeared in the ring. The rounds, ten in number, were of three minutes each. Mr. Frost acted as referee and Four-ounce gloves were used. It was observed by Mr. Waters that an alteration had been made in the arrangements, and that the winner would receive 75 per cent. of the house, and the loser 25 per cent. after the managers deduction for his trouble, instead of the previous arrangement of 80 per cent. and 20 per cent. Both men were very evenly matched, Armstrong being the lighter of the two. Sheehan won in the fourth round on a foul, the result of the fight being received with uproar. Armstrong had already been warned by the referee about striking in a clinch, and in the fourth round he hit Sheehan on the body twice in quick succession. The affair was most unsatisfactory.

Very few blows were exchanged during the fourth round and Sheehan spoilt the first few by clinching Armstrong low. Armstrong was in better condition than his opponent, but when the win was given to Sheehan there was an end to it. It is a pity that a thing like this crops up in these contests, and the finish was greeted with intermingled cheers and hisses.

THE DALLAS COMPANY.

THEIR OPENING PRODUCTION.

Amongst the very many musical pieces and light operas produced in London during the past few years, "Florodora" holds a prominent place, by reason of its extremely tuneful music, which is from the pen of Leslie Stuart, whose melodious "Coon" and stirring patriotic songs have found so much favour lately, and its bright and catchy dialogue by that clever librettist Owen Hall, whose dainty and sparkling lines in "The Geisha" are fresh in the memory. The plot is not a particularly complicated one, and of course everything ends up as it should with universal satisfaction and happiness.

The Scene is laid in an imaginary island, Florodora by name, supposed to be somewhere in the Philippines. To know this is to realize that the setting and costumes are picturesque in the extreme. Mr. Dallas has spared nothing to make this and all his other productions as thoroughly complete as time, expense and experience can. "Florodora" is to be produced to-morrow night and will hold the boards four nights, being replaced on Thursday by the Daly's Theatre success, "San Toy."

From Shanghai, whence the company have just arrived, comes a glowing account of their last night, which shows that they must have obtained great popularity during their short visit. The account from the *Shanghai Mercury* we published last night.

The *New Press* of the 2nd inst. says:

"We should have published Mr. Dallas' farewell speech yesterday, but our Dramatic Critic was too busy saying goodbye, and was overcome with grief, etc. Heavy accent on the "etc." Instead of a full report we had a full reporter.

That journal then gives Mr. Dallas' speech, and proceeds:

Mr. Foster came forward and asked "Why?"

This is Foster's own pet gag. The answer is "Because there's a *b* in *both*."

As the audience kept on calling for speeches, Mr. Godwin and Mr. Munro came forward and did their celebrated comic sparring match.

The recalls continuing, Miss Peel came out and whistled. She always puts her tongue out whistling.

The audience still yelling, Mr. Vallance played the air "I wouldn't do a thing to an oyster."

Our critic then sang the moving serenade "Never touched me" to the Assistant Ejector, from the middle of the street, where he was sitting of his own accord.

We hear somebody stole several yards of Mr. Ferrell's best hat. (Best and only.)

A special cargo-boat has been engaged to convey the bouquets on board the steamer. They will do to make vegetable soup on the voyage."

We seem to recognize a familiar style in this report, and as it is "made in Shanghai," give it for what it is worth.

THE NEW SUGAR TAX.

The Tokyo correspondent of the *Nagasaki Press*, writing under date Feb. 19th says:—

The taxation of sugar is giving material for sensational writing in the columns of the vernacular papers. The main contention is that it will operate to cause a further drainage of gold, while there is not sufficient reserve to meet it. Of course a great deal depends on the date of the new tariff coming into force. On this point the Diet is not yet agreed. The Mitsui Bank seems to have worked to secure the date being fixed for the 1st of April next, instead of the 1st October. The bank is inspired with sound financial views, and its present efforts seem to have been directed in order to avert the crash which is considered otherwise unavoidable. It is known that the principal banks, in conjunction with the Nippon Ginko, are going to adopt, as a preventive measure, what may be styled an anti-import policy. It consists in refusing accommodation to the import merchants. Already the number of dishonoured cheques is on the increase, and the condition of the smaller banks is represented as being extremely precarious. These facts are no doubt transmitted abroad, and the financials agents have a thankless task to start with in removing the unfavourable impressions that may be produced by these reports.

AT THE MAGISTRACY.

ARSON.

The adjourned case in which Fung Lau Chi was charged with arson in connection with the fire at No. 235, Queen's Road West on the 20th of December last, came on again before Mr. Hazeland yesterday. It will be remembered that two houses were gutted in this fire and one house was partly burned.

The case was committed for trial at the next Criminal Sessions.

Mr. Sharp (instructed by Mr. Reece) defended.

Inspector Baker brought up the charge.

THE RUSSO-CHINESE AGREEMENT.

A Peking telegram of the 26th ult. to the *Jiji* says:—

It is ascertained from a reliable source that the Russian demands in connection with the Russo-Chinese secret agreement provide for the nominal restoration of Manchuria to China on the restoration of peace; but she intends to station troops there for the purpose of protecting the railway. Should a disturbance arise in China these troops will be despatched to assist the Chinese Government. In the event of China desiring to station her own troops in Manchuria she is to refer the matter to Russia first. The import of arms and ammunition into Manchuria by the Chinese is to be prohibited. The local officials are to be appointed by the Russians and no other foreigners than Russians are to be appointed to these positions. The Chinese forces, both naval and military, in Northern China are to be drilled by no other foreigners than Russians. A system of self-government shall be proclaimed at Kinchow. No concessions for mines and railways shall be granted to any other nationals than Russians, who alone shall collect land taxes north of Haichen. The expenses in the recent campaign and damages incurred on the railway and elsewhere shall be borne by the Chinese. China shall also concede other privileges to Russia by way of compensation for the above damages and shall permit Russia to construct a branch line of railway to the Great Wall.

PLAGUE IN INDIA.

Since the beginning of the year plague has become worse, says the *Bombay Gazette* of the 9th ulto. In some parts of India, notably the Southern province, it is not so virulent, but the terrible progress of the pestilence in the north and in Bombay has more than counterbalanced the relief afforded by its diminution in other places. At present it is raging in Bengal with appalling virulence, the victims numbering 2,500 weekly, of which Patna contributes about 1,500, while it is very deadly in Saran. The disease has broken out in Benares, and therefore the only important area remaining free is the Central Provinces. In Bombay City plague is claiming over 100 victims daily; the type of disease is particularly virulent and 94 per cent. of the cases prove fatal—a greater proportion than has been recorded at any time since the first outbreak. According to the weekly returns there were 786 deaths as compared with 466 for the previous seven days, and unfortunately there is every indication that plague mortality will rise even higher before it again descends to normal. Since January 4th five Europeans, two Eurasians, and one Amenian have been attacked. Karachi has again become infected, plague cases having occurred in various parts of the northern port, though whether the pestilence has been imported or is indigenous is not known. It is, however, probable that the infection has been brought by pilgrims who assemble at Karachi in vast numbers at this time of year, en route for Mecca. The greatest difficulty in dealing with the disease in Bombay, and indeed throughout every infected area in India, is the want of a proper staff. In years past there have been 16 or 17 special plague officers, but the present staff does not numerically reach double figures. Again, there is a serious deficiency in the medical staff, the latter being more or less due to the great need for doctors in the famine districts, whither, after plague subsided last July, nine tenths of the staff were drafted. In regard to the deficiency of ward officers this is due to the unusual calls upon establishments by reason of the South African War, the China and Somaliland Expeditions, and a minor expedition on the frontier. The number of officers is much below what it should be and cannot be further reduced without endangering the efficiency of the Native Army. This combination of adverse circumstances renders the task of Government especially difficult, as we understand, they are seriously considering the position. In regard to Bombay City it seems advisable to engage more qualified medical men of high rank to supervise measures in the City, but as at the present time every Province requires additional medical assistance, it can be easily understood there is difficulty in securing such service. Apart from the increase in plague the only remarkable features in the mortality returns are the heavy advances in deaths due to fever and diseases of the lungs. The total mortality was 1,941, giving an annual death rate of 120·67.

THE CHINESE SYSTEM OF BANKING.

The stranger on arriving in China is struck with the apparent inconvenience of the monetary system; but a short residence tends to create an opinion that the system is well adapted to the people, at least in some respects. The financial business of the foreigner is done in either Mexican dollars or in taels, as he prefers, and his bank account is kept in the same way. Drafts on London are in pounds sterling. Ordinary accounts in the stores in Shanghai are kept in Mexican dollars. The commercial business is done mostly in taels. As the price of silver varies every day the transfer of dollars into pounds, pounds into taels and taels into Mexicans is bewildering. Usually the tael is worth 1.40 dols. in Mexicans. Until recently China has resisted all schemes for the establishment of a mint, as understood in Western countries. Yet it is said that China coined iron money two thousand six hundred years before Christ, under the reign of Huang Ti. This coin has been replaced by a copper piece called chien, because it originally weighed a mace (one-tenth of a tael). This and lump silver are the only public signs of the value of products, and the only instruments of ordinary barter, except some Mexican dollars recently coined. The popular name of this coin is "cash." The monetary system as affecting silver is arranged on the principle of weight and the divisions have the same names—taels, mace, candareen and cash. The computation is decimal. Each cash should weigh, as Williams states, 58 grains Troy, or 3.78 grams; but there are in various localities smaller cash in circulation and the rate of exchange varies in different parts of the land from 500 to 1,800 for a silver dollar. There are big cash and little cash. The Peking cash passes 5 for 1 silver cent, or 500 for 1 dol. Taking into consideration the immense population of China and the poverty of the people, a good argument may be formulated to sustain the legislator who created "cash." If there was to be but one coin, it had necessarily to be the smallest.—From the *Forum*.

THE QUEEN CONSORT.

The wife of a reigning King of England, though a subject, was not and still in some respects is not in the same legal position as other married women. There are peculiar legal privileges attaching to her position, and in the days of the old law, when a married woman was almost entirely subservient to her husband, those privileges were many and important. "And, first," says Sir William Blackstone, "she is a public person, exempt and distinct from the King; and not, like other married women, so closely connected as to have lost all legal or separate existence, so long as the marriage continues. For the Queen is of ability to purchase lands, and to convey them, to make leases, to grant copyholds, and to other acts of ownership, without the concurrence of her lord; which no other married woman can do." According to the learned Selden this privilege dated from Saxon times. Sir Edward Coke gives a curious reason for these rights of the Queen Consort:—"The wisedome of the Common Law would not have the King (whose continuall care and study is for the publike, *et circa ardua regni*) to be troubled and disquieted for such private and petty causes; so as the wife of the King of England is of ability and capacity to grant and to take, to sue and to be sued as a *feme sole* by the Common Law." A married woman at the present day, has, of course, almost achieved her independence as to property; but, in so far as she has not done so, the Queen Consort exceeds her in privilege. It is only quite recently that a wife has had complete freedom of testamentary disposition. This right the Queen Consort has always enjoyed. She had also a considerable number of privileges in matters of legal procedure. She has, moreover, "separate Courts and officers distinct from the King's, not only in matters of ceremony, but even of law; and her Attorney and Solicitor-General are entitled to a place within the Bar of His Majesty's Courts, together with the King's Counsel." Most of the Queen's minor privileges, however, such as the exemption from payment of toll, have fallen into desuetude.

The *Law Journal* says:—The question of the constitutional position of a Queen Consort once more becomes of interest. The *status* of a Queen Consort always differed from that of married women in general. She was considered in law as a *feme sole*. By an Act of Henry VIII., passed in 1540, she was empowered to take grants from the King, and to sue or be sued in her own name, with the addition of "Queen of England." The power of acquiring and disposing of property conferred on her by that statute was confirmed by 39 and 40 Geo. III. c. 88, ss. 8 and 9. The Queen Consort is a "public person," and the Courts take judicial notice of Acts of Parliament relating to her. She has a separate Court, and ceremonial offices and officers distinct from the King. She appears in the Courts by her own Attorney and Solicitor-General. Although she is only a subject, the compassing or imagining her death is high treason. Provision was formerly made for her by certain reservations and rents out of the demesne lands of the Crown, and out of what was known as "Queen's gold"—the portion of any sum paid by a subject to the King for a grant of office or franchise. But this matter is now regulated by statute.

IBEX SHOOTING IN KASHMIR.

A SPORT ATTENDED WITH DANGERS AND DIFFICULTIES.

Mr. Allan M. Boisragon gives an interesting account in a Lahore paper of his first experiences of ibex shooting amid the snow-topped mountains of Kashmir. The ground that gave him his introduction to this long-horned handsome denizen of the higher altitudes was the Gargai nullah, which he describes as "perched among the enormous snowclad giants of the mountains of Dardistan." The chief attraction of ibex shooting lies in the difficulty, danger, and toil incidental to a successful stalk, and there the advantage of a good shikari comes in. In this respect Mr. Boisragon was fortunate in having in one Jehan Khan a guide described as the most wonderful man the writer ever met. His great points were that he was strong as an ox, hard as nails, and had the eyes of a hawk that could discern game where the sportman could not see it with the aid of a telescope. He was a wonderful cragsman, too, and besides instruction in the stalking of ibex he gave the sahib some excellent lessons in rock-climbing. The first kill was obtained after a most laborious stalk which brought the hunters up behind a rock within forty yards of a splendid herd. An old buck, the finest of the herd, fell to the first shot. The horns of this specimen were very massive and measured forty-one inches round the curve.

The next kill was effected on another day, and after considerable feats of climbing in the course of the stalk. The shooting position was exceedingly awkward, but the hunter had no cause to be dissatisfied with the result. By dangerous crag work a position was gained on a ledge of rock within twenty yards of an isolated member of a herd. This, however, was neglected for finer ones known to be near by, though still invisible. Lying at full length on the ledge, and with his attendants holding him by the belt and the heels, the hunter leaned over the rock till he saw three other ibex grazing to the left. In that difficult position he blazed off at the biggest, apparently missing, and failing again with the second barrel. With his second rifle, however, he knocked over one of the others as it rushed past. The tracks of the first animal showed blood, and he was found lying dead at the bottom of a precipice. He had been hit by the first shot in the chest, and, racing away, had gone right over the precipice, falling a distance of 500 feet. His head had been scarcely damaged by the fall, only the top of one horn being broken off, an injury which, from the sportsman's point of view, could be easily mended. The hea of this poor beast was the best that was obtained in the course of the shooting in the Gargai nullah, the horns measuring forty-four inches round the curve. As the result of a little over a month's stay in this happy hunting ground Mr. Boisragon retired with five ibex and two markhor heads and six brown bear skins.—The *P. M. Gazette*.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.24	30.13
Temperature	63	65
Humidity	57	59
Rainfall	—	—

TO-DAY.

Friday, 8th March, 1901.

Chinese—*18th of 1st moon of 27th year of Kwang-sü.*

Sun—*Rises* ..... 6hr. 17min.
Sets ..... 6hr. 5min.
High water—*Afternoon* ..... 0hr. 10min.
Afternoon ..... 11hr. 29min.
Low water—*Morning* ..... 5hr. 34min.
Afternoon ..... 5hr. 55min.

ANNIVERSARIES.

1801—Battle of Aboukir.
1844—Bernadotte, King of Sweden, died.
1854—Commercial treaty between United States and Japan concluded.
1860—A defiant reply given by China to the ultimatuin of the Allies.
1868—Steamer *Wolga* lost.
1887—H. E. Chang Yin Huan appointed Chinese ambassador to the Diamond Jubilee.
1898—Russia demands lease of Port Arthur and Talienwan on same terms as Kiaochow.
1899—Lord Charles Beresford returns to England from the Far East.
1900—Duke of Westminster Sells his Racing Stud, "Flying Fox" fetches 37,500 guineas.

TO-MORROW.

Saturday, 9th March, 1901.

Chinese—*19th of 1st moon of 27th year of Kwang-su.*

Sun—*Rises* ..... 6hr. 16min.
Sets ..... 6hr. 5min.
Moon—*In Apogee 3hr. a.m.*
High water—*Morning* ..... 0hr. 38min.
Afternoon ..... 11hr. 52min.
Low water—*Morning* ..... 6hr. 1min.
Afternoon ..... 6hr. 25min.

ANNIVERSARIES.

1845—War in Scinde concluded.
1872—Attack on Messrs. Farnham and Rohl at Shanghai.
1879—The hulk *Aden* capsized at Taku; 52 lives lost.
1888—German Emperor, William I., died.
1898—U. S. Senate unanimously passed National Defence.

AGENDA.

TO-MORROW.

Daylight—D. & Co.'s steamer *Thales* leaves for Swatow.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ld., at their offices.

9 p.m.—Grand opening night of the Dallas Company at the Theatre Royal.

SUNDAY, 10th.

Daylight—O. S. K. steamer *Maidzuru Maru* leaves for Coast Ports.

MONDAY, 11th.

3 p.m.—Annual General Meeting of the Hongkong General Chamber of Commerce at the City Hall.

5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

TUESDAY, 12th.

Queen's College re-opens.

Noon—P. M. Co.'s steamer *China* leaves for San Francisco *via* Shanghai etc.

Noon—I. C. S N. steamer *Kumsang* leaves for Calcutta via Singapore etc.

Cargo ex *Nankin* subject to rent.

WEDNESDAY, 13th.

Noon—C. P. R. steamer *Empress of Japan* with Mails passengers etc. leaves for Vancouver B.C. via Shanghai.

FRIDAY, 15th.

Daylight—N. Y. K. steamer *HakataMaru* leaves for Kobe and Yokohama.

SATURDAY 16th.

Noon—P. & O. S. N. steamer *Bengal* with Mails etc. leaves for London.

(About)—P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.

WEDNESDAY, 20th.

Noon—N. D. L. Co.'s steamer *Bayern* with Mails etc. leaves for Southampton.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) to-morrow.
Indian (*Catherine Apcar*) 12th instant.
French (*Ernest Simons*) 13th instant.
Canadian (*Empress of China*) 18th instant.
American (*Nippon Maru*) 19th instant.
Canadian (*Tartar*) 28th instant.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*	at	Kowloon	Dock.
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
U.S.S. *Yorktown*	"	"	"
H.M.S. *Alacrity*	"	"	"
H.M.S. *Arethusa*	"	"	"
Glenogle	"	"	"
China	"	"	"
Hainan	"	"	"
Chingtu	"	"	"
Lekin	"	"	"
Avalanche	"	"	"
U.S.S. *Concord*	"	Cosmopolitan	"
Honam	"	"	"
Emma Luyken	"	Aberdeen	"
Perla	"	"	"

* * *

PASSED THE CANAL.

Outward—8th February—*Agamemnon, Benvenue.* 12th Feb.—*Gisela, Japan, Stuttgart, Hudson.* 15th Feb.—*Ernest Simon, Hakata Maru, Tantalus, Trust, Ascania, Neptune.* 22nd Feb.—*Ajax, Konigsberg, Kiev, Oceanien.* 26th Feb.—*Canton, Subraon, Konig Albert.* 1st March—*Awa Maru, Beuledi, Saxonia, Kobe.* 5th March—*Strathord, Denbighshire, Cymbeline, Ferndene, Grosmont, Thyra.*

Homeward—8th Feb.—*Dardanus.* 12th Feb.—*Hitachi Maru.* 22nd February—*Achilles, Norderney.* 26th February—*Indus, Sambia, Wakasa Maru.* 1st March—*Hamburg.* 5th March—*Prometheus.*

Arrivals at Home—27th February—*Gisela, Japan.* 2nd March—*Sachem, Wakasa Maru, Strassburg.* 6th March—*Saranac, Achilles, Norderney, Rhipeus, Valdivia.*

Shipping.

Arrivals.

TAI CHEONG, German steamer, 828, H. Ahrens, 7th Mar.,—Saigon 3 d Mar.. Rice.—Meyer & Co.

TAI LEE, German steamer, 828, T. Calender, 7th Mar.,—Saigon 3rd Mar., Rice.—Meyer & Co.

INDEPENDENT, German steamer, 871, A. Haltz, 7th Mar.,—Saigon 28th Feb., Rice and Flour.—Sander, Wieler & Co.

ESMERALDA, American schooner, 130, J. Turner Harrison, 7th Mar.,—Manila 27th Feb., General.—Captain.

WING SANG, British steamer, 1,517, T. H. Sellar, 8th Mar.,—Canton 8th Mar., General.—Jardine, Matheson & Co.

HSIEH HO, British steamer, 1,082, A. A. Crawford, 8th Mar.,—Canton 8th March, General.—Siemssen & Co.

NEUNTUNG, German str., 832, C. Gosewish, 8th Mar.,—Swatow 7th March, Ballast.—Merchers & Co.

ADRIA, German steamer, 3,409, Schonfeldt, 8th Mar.,—Hamburg 20th Jan., General.—Siemssen & Co.

SHANTUNG, British steamer, 916, Quail, 8th Mar.,—Sourabaya 27th Feb., Sugar.—Butterfield & Swire.

STUTTGART, German steamer, 3,099, P. Grosch, 8th Mar.,—Bremen and Singapore 3rd Mar., Mails and General.—Melchers & Co.

Clearances at the Harbour Office.

Taishun, American str., for Shanghai.
Singkiang, British str., for Manila.
Sandakan, German str., for Bangkok.
Loongsang, British str., for Manila.
Decima, German str., for Saigon.
Victoria, American str., for Moji.
Sullberg, German str., for Haiphong.
Nanyang, German str., for Chefoo.
Hanoi, French str., for Kwong-chow-wan.
Chowfa, German str., for Bangkok.
Kongnam, British str., for Canton.
Babelsberg, German str., for Shanghai.

Departures.

Mar. 8, *Kawachi Maru*, Jap. str., for London.
Mar. 8, *Sullberg*, German str., for Haiphong.
Mar. 8, *Glenogle*, British str., for Bangkok.
Mar. 8, *Benchuña*, British str., for Canton.
Mar. 8, *Hanoi*, Fr. str., for Quong-chow-wan.
Mar. 8, *Chowfa*, British str., for Bangkok.
Mar. 8, *Queen Eleanor*, British str., for Saigon.
Mar. 8, *Victoria*, American str., for Tacoma.
Mar. 8, *Malacca*, British str., for London.
Mar. 8, *Sungkiang*, British str., for Manila.
Mar. 8, *Hansa*, German str., for Saigon.
Mar. 8, *Taishun*, American str., for Shanghai.

Passengers—Arrived.

Per *Independent*, from Saigon—33 Chinese.
Per *Adria*, from Singapore—882 Chinese.
Per *Esmeralda*, from Manila—Senor Dow Jose Portusach.

Departed.

Per *Kawachi Maru*, for Marseilles, London and Antwerp via Way Ports—His Excellency W. Mitsuhashi, H.I.J.M.'s Envoy Extraordinary and Minister Plenipotentiary, Major T. Utsonomiya, Mrs. J. Blair, Messrs. K. Noshima, A. Claxton, K. Kabayashi, T. Singleton and child, T. Tabara, S. Tachi, Mr. and Mrs. Rippingille, Mrs. Koe and 2 children, Mr. T. P. Cranston, Miss L. Cranston, Messrs. J. McMillan, A. Marangoni, Geo. Langlands, T. Reinchard, J. P. Murdoch and E. C. R. Thompson.

Per *Loongsang*, for Manila—Mrs. Suma Sakia, Mr. and Mrs. R. Tanaka, Mr. and Mrs. Hiramatsu, Messrs. Thomas L. Dawson, H. E. Tornell, R. J. Kennedy, W. Van Buskkirk, Mrs. Rothman and Mr. M. P. Baird.

SHIPPING REPORTS.

Capt. T. Calender, of the steamship *Tai Lee*, from Saigon, reports:—Strong N.E. winds and heavy sea.

Captain Schonfeldt, of the steamship *Adria*, from Hamburg, *via* Penang and Singapore, reports:—From Singapore to Hongkong strong E. wind and heavy sea.

Captain Harrison, of the American schooner *Esmeralda*, from Manila, reports:—First part light winds, then strong N. gale and high sea, followed by moderate monsoons to the coast, thence to port light variable winds and fine.

STEAMERS EXPECTED.

Names.	From.	Due.
Doric	Shanghai	To-morrow
Agamemnon	Singapore	Mar. 10th
Catherine Apcar	Singapore	Mar. 12th
Radnorshire	Singapore	Mar. 12th
Ernest Simons	Singapore	Mar. 13th
Empress of China	Vancouver	Mar. 18th
Nippon Maru	San Francisco	Mar. 19th
Yamaguchi Maru	Bombay	Mar. 22nd
Tartar	Vancouver	Mar. 28th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Akashi Maru	Swatow, &c.	Mar. 20th
America Maru	San Francisco, &c.	April 23rd
Anping Maru	Foochow	Mar. 13th
Antonio Macleod	Iloilo	Mar. 9th
Bamberg	Havre, &c.	April 10th
Bayern	Straits, &c.	Mar. 20th
Bengal	Europe, &c.	Mar. 16th
Bingo Maru	Marseilles, &c.	Mar. 22nd
China	Singapore, &c.	Mar. 19th
China	San Francisco, &c.	Mar. 12th
Chusan	Shanghai	Mar. 16th
City of Peking	San Francisco, &c.	April 30th
Coptic	San Francisco, &c.	April 13th
Deucalion	London	Mar. 19th
Doric	San Francisco, &c.	Mar. 19th
Emp. China	Vancouver, &c.	April 3rd
Emp. India	" "	April 24th
Emp. Japan	" "	Mar. 13th
Eva	Portland, &c.	Mar. 20th
Gaelic	San Francisco, &c.	May 7th
Glenogle	Victoria, B.C.	Mar. 22nd
Gymeric	New York	Ok. desp.
Hakata Maru	Kobe & Yokohama	Mar. 15th
Hamburg	Straits, &c.	June 13th
Hongkong Maru	San Francisco, &c.	May 16th
Idomeneus	London	April 16th
Knutschou	Straits, &c.	July 11th
König Albert	Straits, &c.	April 17th
Kumsang	Singapore, &c.	Mar. 12th
Maizuru Maru	Tamsui	Mar. 10th
Marburg	Havre, &c.	Mar. 30th
Mazagon	Bombay, &c.	Mar. 26th
Nankin	Kobe	Mar. 9th
Nippon Maru	San Francisco, &c.	Mar. 28th
Nuentung	German Colonial	Mar. 12th
Patroclus	Liverpool	Mar. 13th
Perla	Manila	Mar. 11th
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Rosetta Maru	Sydney, &c.	Mar. 29th
Sachsen	Straits, &c.	June 27th
Savoia	Havre, &c.	Mar. 23rd
Sibiria	Havre, &c.	April 5th
Stentor	London	April 2nd
Strathgyle	San Diego, &c.	Mar. 30th
Stuttgart	Straits, &c.	April 3rd
Taiyuan	Port Darwin, &c.	Mar. 20th
Thales	Swatow	Mar. 9th
Tosa Maru	Victoria, B.C.	Mar. 16th
Yamaguchi Maru	Moji, &c.	Mar. 26th
Yawata Maru	Japan	Mar. 22nd

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU ..... F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU* ..... S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU ..... F. Davies	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU ..... W. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th March, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAVOIA* ..... Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 23rd March.	Freight and Passage.
MARBURG ..... v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 30th March.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th April.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 10th April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March, 1901. [5

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in, Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in, Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

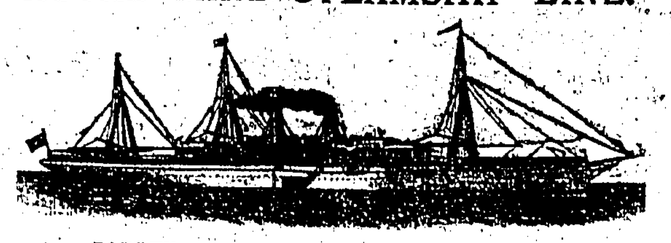
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th February, 1901. [5

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th February, 1901. [3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 2nd March, 1901. [5

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

* Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States; should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th February, 1901. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle	3,750	W. Frakes...	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other [illegible] on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.

Hongkong, 4th March, 1901 [4

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 20th February, 1901 [184c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

S. Pan American

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAIYUAN"	20th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th March, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"AGAMEMNON".....	10th instant.
"	"TANTALUS"	19th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"DEUCALION".....	19th instant.
"	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
LIVERPOOL (DIRECT).....	"PATROCLUS".....	About 13th instant.
(Taking Cargo at LONDON RATES).		

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 6th March, 1901. [12

FOR ILOILO.

THE Steamship

"ANTONIO MACLEOD,"

Captain Ugarte, will be despatched as above TO-MORROW, the 9th instant, at 2 P.M.

For Passage *only*, apply to
BRANDAO & Co.,
Agents.

Hongkong, 7th March, 1901. [302c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th February, 1901. [226c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain R. W. Almond, will be despatched as above on MONDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th March, 1901. [291c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th March, 1901. [292c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th February, 1901. [254c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port, on or about the middle of March.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 28th February, 1901. [4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th March, 1901. [196c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 9th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 8th March, 1901. [294c

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about FRIDAY, the 8th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 4th March, 1901. [22

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO,
VIA
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about WEDNESDAY, the 20th instant, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further Information as to Freight rates, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 7th March, 1901. [153c

To be Let.

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE.

Hongkong, 6th March, 1901. [297c

TO LET.

"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.

Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 28th February, 1901. [175c

TO LET.

BOARD and ROOM $70. In Private Family. Nice View of the harbour.

Apply to
R. ROE,
Care of Office of This Paper.

Hongkong, 7th March, 1901. [301c

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT."—MOUNT KELLET.
A GODOWN.—No. 83, PRAYA EAST.
GROUND FLOOR.—No. 4, BLUE BUILDINGS.
HOUSES in LEIGHTON HILL ROAD.
No. 4, FAIRVIEW.—KOWLOON.

Apply to
THE HONGKONG LAND INVEST-

THE STRATEGICAL VALUE OF THE CHANNEL ISLANDS.

In the event of war between Great Britain and France, the first and most important part of the struggle would be for the command of the sea. Should Great Britain succeed in retaining the command of the sea, France would thereby be reduced to a condition of impotence, so far as offensive operations are concerned, and would sooner or later be obliged to submit to the will of her rival, although, it is true, the war might last for a long time. If, on the other hand, France should succeed in wresting from Great Britain the command of the sea and in keeping it, Great Britain would be so much more hopeless and impotent than France in similar plight would be, that the war would terminate quickly. In a word, France, even without the command of the sea or anything approaching to it, remains capable of prolonged resistance, first, because she is a self-supporting country; secondly, because the French national sentiment and strength are already concentrated within her borders; and thirdly, because she stands among the best-equipped of the military Powers; while Great Britain, deprived of the command of the sea, would collapse with relative rapidity, because she is in no sense a self-supporting country; because her national sentiment and strength are scattered over the world, and cannot be concentrated save by way of the sea; and, thirdly, because she is not a military Power according to the standard set up by Germany, France, Russia, and Austria-Hungary.

These are truisms, but I recite them here in order in recall to the reader how vitally important it is for Great Britain never to lose the command of the sea, and, in peace time, to take such steps as may justify her in being able to count upon retaining the command in war. I believe that in neglecting, as she now does, the offensively defensive value of the Channel Islands, she is deliberately wasting one of the most favouring features of her general strategical position; a feature, moreover, which is far more favouring now than it has ever been hitherto and which must become far more favouring in the future than it is even now. . . . . I do not see how an enemy, not possessed of the command of the sea, could seize Jersey, Guernsey, or Alderney so long as, in the midst of those islands, lay, ready for action, a flotilla of destroyers in touch with a fleet or fleets in the Channel. Nor, even granting that Jersey, Guernsey, and Alderney had been seized, would the system break down, provided, of course, that the depôt were in Herm and not Guernsey. The system would be rendered somewhat less efficient for the time being; but the large islands could not be held for long, while the British fleet maintained its supremacy; and ere big guns could be mounted in Guernsey—if indeed they could be mounted there at all in face of the guns in Herm, Jethou, and Sark—Guernsey and the other large islands would be recovered and the entire system would be re-established. To attempt a *coup de main* against Sark, Herm, or Jethou would be hopeless.—*Nineteenth Century.*

THE PRUSSIAN BICENTENARY.

We take the following extracts from an article under the above heading in the *Economist*:—Out of the tiny military and feudal Mark of Brandenburg has grown the Kingdom of Prussia, and out of the Kingdom of Prussia the hegemony of one of the greatest Empires the world has ever known. This is the fact whose celebration is causing much natural jubilation among Prussian people. It cannot be said with equal truth among all German people; for, in spite of the growing unification of Germany and the solid interests which the German people see they have in common, particularism is scarcely dead yet. Hanover has not forgotten her absorption by Prussia; the Poles, Danes, and Alsatians still hold aloof from any tribute of affection to the harsh Power which annexed them against their will; and the South German States are made up of a somewhat different human material from that which has gone to the making of Prussia. In size, strength, sharp and positive purpose, Prussia is so much the superior, not alone of any other German State, but of all the others put together, that the quasi-Federal Empire is really a Prussianised Germany. This fact is naturally not pleasing to many Germans, combined as it is with the unlovely aspects of a stern bureaucratic *régime*. But, on the other hand, a great price had to be paid for German unity, and that price was Prussian headship of the Empire. The democrats of 1848 had tried their hands at the problem of unity and had failed; and that being so, it was a question of hegemony under Austria or Prussia. Sadowa proved Austrian headship to be impossible, and the Franco-German War, whether provoked by him or not, gave Bismarck the needed opportunity for erecting a German Empire on a Prussian foundation. It was not, as all South Germans feel, an ideal solution, but it is done, and it is one of the signal facts of modern history.

But the total result could never have been effected had there not been a remarkable unity among the people, and a complete co-operation with the Government. Democratic opposition, of course, there has been, and is; but few, if any Governments have more thoroughly carried their people with them. The body-politic of Prussia reminds one of that of an athlete, well knit together, with no encumbering matter, with muscles strong as steel. It has not been pampered, but has been compelled to plain living and high thinking. Its real time of trial has just begun, for it has begun to be rich and luxurious. Within a single generation the economic basis of Prussian life has been changed—to what an immense degree the census statistics just published show. Will the steely armour of the old-fashioned Prussian stand the test of accumulated wealth, capitalist speculation, commercial rivalry, and huge agglomerations of population in place of the simple homestead of an earlier time? The world will watch the influence of the new environment with deep interest, for with the decline or the expansion of German life the fortunes of mankind are largely bound up, and that life, we repeat, in its political expression, reposes on a Prussian basis.

THE OLD CARRIER.

One day, a short time after the death of the Duke of Clarence, our new Queen was walking with one of her ladies in the Sandringham lanes, when she came upon an old woman weeping and tottering under a load of packages. She was a carrier, making her living by shopping and errands in the market town for the country people.

"The weight is too heavy for you at your age," said the Queen.

"You're right, ma'am," said the old woman. "I'll have to give it up, and if I give it up I'll starve. Jack carried them for me—my boy, ma'am."

"And where is he now?"

"Jack? He's dead! Oh, he's dead," said the woman wildly.

The Queen hurried on, drawing her veil over her face. A few days later a neat little cart and a trim donkey were brought to the old carrier's door.—*The Morning Leader.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Byres, W. R.
Albert, Miss
Ath & Co.
Ahern, J.
Brockman
Bosenberg, W.
Bradburry, G. W.
Brown, H.
Bicarhonat, W.
Barbey
Bronson, O. C.
Benn, A.
Bashan, E. H.
Bales, H. H.
Burck
Bingham, J. E.
Burns, J.
B. D. V.
Beyes, R. M.
Baites, J.
Braga, Mrs.
Clark, Mrs. F. R,
Cooper, E.
Coke, Dr. G. H.
Colegrove, R.
Curren, T. B.
Calver, Miss
Cotton, A. S.
Champion, Mrs. M.
Cross, Miss
Carote, H.
Cummins, J.
Collins, A. E.
Cowte, E. H.
Crake, W. A.
Cook, L. F.
Datema, Capt. E.
Dallas, H.
Duckmanton
Donnelly, P.
Drake, Mrs. F. J.
Devenport, Dr.
Drake-Brockman
Davis, J. L.
Daly, M.
Degan, A. B. H.
Elvins,
Elia, J.
Evans, E. J.
Epson, T.
Ekulschiffe, H.
Fger, O.
Eastwood. J. E.
Finlayson, H. M.
Flores, J.
Fuset, D. F.
Francis W. H.
Forrest, Miss A.
Fidwell, J. P.
Goelz, F.
Gurtrude
Geansy, B.
Greig, Miss
Graham, Dr. M.
Garnett, W. B.
Gregg, H. H.
Grill, L. F.
Hop Long
Ho Wah
Hang, Mrs. A.
Hamilton, G.
Hitchcock, E. A.
Hunter, C. G. W.
Hill, L.
Herman, H. V.
Hodgsen, J. R.
Hooley, H. D.
Harvey, P. L.
Halkin, D. J.
Hall, H. H.
Holyoak, P.
Herman, B.
Harris, A. C.
Harrigan, J.
Hendinning, R.
Johnstone, Miss.
Jones, Mrs.
Jantzies, K.
Jones, Dr.
Ignan, Madame
Kong Ah Muoy
Kirkwood, M.
Karge, T.
Knight
Luk Cheuk Man
Leslie, H.
Levick
Lightwood, E.
Lynch, J. A.
Lawlor, F. B. S.
Lanza, L.
Lescher, T. E.
Meissuer, T.
Mackchnie, W. E.
McWilliams, Miss
Montilla, B.
Martinez
Murdalthal, C. S.
Mills, Mrs. I.
Marshall
Maclaren, J. W. B.
Maxwall, C. M.
Morrison, G. G.
McCabe, P. M.
Munroe, W. C.
Murray, D.
McNab, J.
Mengine, Mrs.
McDonough, T.
McDonnell, J.
Murray, J.
MacDonald, H.
Mauwaring, H. G.
Moon, T.
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Naval, P. F. R.
Norris, A.
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Pasucal, F.
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Prath, L.
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Radenez,
Reing.
Reynell, W.
Reau, Madame
Reno, L.
Richard, Mrs. A. E.
Samborn, F. G.
Schilling, G. M.
Sundt, H.
Suzuiki, S.
Soares, E. P.
Siu Chun
Sin Ore Seng
Shewan, S.
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Slattsson, C. T.
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Singh, A.
Samuel
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Sahuberg, R.
Sentance, M. A.
Simpson, C.
Tiberi
Triantafyllides, T.
Tokey, F.
Tredory, J.
Thompson, A.
Upton G.
Upham, M. U.
Walters, A.
Weston, C.
Walton, Miss.
Westcote, Mrs. H.
Whinnerah, T. C.
Wernedo, G.
Woods, Dr. A. H.
Webster, D. W.
Wilson, H.
Wickens, H. W.
Walker, H.
Wedell
Wilton, E. C. C.
Worthington, C.
Weedon, G.
Ward, C. W.
Wheate, W. E.

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Adam, Miss
Aziz Khan, Lapiz
Abdul Khan
Afzul Khan
Butchen Singh
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Budha Khan (3)
Bull, P. Gulvao
Barket Khan
Brougham, Ed.
Cotewall, H. R.
Crews, J.
Chandi Singh
Carum Baksh, (Umballa)
Caine Road No. 29
Cartwright, J.
Chandar Pal Singh
Davis, L. T.
Darnelli, Miss F.
Fur Siakar Sang
Fazal Ahmed (1)
Falek, W.
Flores, J. S.
Fox, F. (2)
Fatmalee (Bombay)
Frampton, Mrs.
Goh Rikisahura
Geoghegan, N. M.
Ghulam Rasool
Galthke, Fr.
Hans, Mrs. A. J. C.
Hooker, Mrs. O.
Heints, H.
Hinton, R. S.
Hollister, G. K.
Hinda Singh
Haraguchi, B.
Harper, A.
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Joseph, S. S. Abdul
Jurmanali Shah
Jamal Singh
Kushiro, C.
Kierna, Miss A.
Kader Bap, Insp.
Koch, Carl
Liaco, Cheang
Lopes, Dr. C. J.
Lam, Aron
Leopold, Herrn.
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Maclaren, J. W. B. (2)
Mandigs, A. L.
Mahomed Akbar
Mohamed Khan
Mulla Singh
Montero, F. M.
Morrison, G. G. (3)
Massey-Lee, J. H.
McKay, Charles
Morris, Capt. R., R.A.
Nab, J. Mc.
Noble, Lt. W.
Naden, Thomas
Nazal Khan
Olbes, F. (2)
Onslow, M.
Perica, F.
Pierra, D.
Piry, H.
Preston, Miss
Roza, A. M. R. C.
Rosouro, Miss L.
Rongier, L.
Rosenthal, J.
Sayick, M. J. Kelly (Singapore).
Stern, B. (2)
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Smulas, H.
Saloon, A. J.
Sato, T.
Sassoon, S,
Stanford, Mrs. M.
Sturdy, E. V. (London).
Stevenson, F.
Shores, D. M.
Sassoon, David
Sharco, A,
Sharp, Mrs. Sydney (2)
Smith Harry
Sitwell, Miss W.
Thornhill, Capt.
Teves, Mariano.
Telvier
Umetami, N.
Vallance, Mrs.
Veaseoy, Mrs. L. (1)
Wazir Khan
War Singh
Wickins, H. W, (2)
Winter, F. V,
Yonsen, Mrs.
Yersin, E.

List of Registered Covers for Merchant Ships.

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" *Belgian King* ...Abernethey.
" *Bergenhaus* .....J. Sevendsen.
" *Brand* .....Capt. J. Thomsen.
" *Carthage* .....M, L. Miguon.
" *Calchas* .....H, C. Beasley,
" *Calchas* .....Mr. Carefull,
" *Deucalion* .....M. J. Garbutt.
" *Domenont* .....T. Connollys.
" *Hangchow* .....J. M. Williams.
" *Kaifong* .....H. S. Clifton.
S.S. *Kirkfield* .....G. Dubren.
" *Kong Nam* .....J. S. Gil.
" *Menelaus* .....J. Ambrose (6)
" *Milos* .....A. Hausen (2)
" *Munchen* .....W. Ruminler.
" *Radley* .....John Mann.
" *Sabine Rickmers*...R. G. Lowden.
" *Taiyuan*.....W. H. Malloch, Chief Officer.
" *Taiyuan* .....Pugh.
" *Tsinan* .....W. H. Wilson. (2)
" *Tsingtau* .....Capt. Weasels. (4)
" *Tsingtau* .....J. Potte.
" *Ulysses* .....H. Weldon. (2)
" *Vienna* .....C. McLay.
" *Wongkoi* .....C. Schunk.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [10

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PLASSY,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Britannia* and *Harlington*.
From Bombay, *ex* S.S. *Oriental*.
From Australia, *ex* S.S. *Himalaya*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Madras, *ex* S.S. *Palamcotta*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 2nd March, 1901. [5

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 4th March, 1901. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, *ex* S.S. *Goa* and *Verama*.

Goods not cleared by the 12th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 5th March, 1901. [5

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16

Notice of Firm.

NOTICE.

WE have This Day authorised Mr. P. C. H. POTTS to SIGN our FIRM.

BENJAMIN, KELLY & POTTS.
Hongkong, 6th March, 1901. [298c

Intimations.

QUEEN'S COLLEGE.

THE SPRING TERM commences on TUESDAY, the 12th instant. Applicants for Admission should be in the COLLEGE HALL, at 9 A.M., on MONDAY, the 11th instant.

ALFRED J. MAY,
Acting Head Master.
Hongkong, 7th March, 1901. [299c

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of $1 (One Dollar) each.
Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.
Hongkong, 26th February, 1901. [261c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7,726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of FOOCHOW, having been LOST, Notice is hereby given that unless the said Certificate be produced at the OFFICE of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER,
Secretary.
Hongkong, 11th February, 1901. [191c

MADAME ZARIA.

FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 5 P.M. at the Annexe to THOMAS' GRILL ROOMS, Room No. 15, Second floor.
Hongkong, 6th March, 1901. [296c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Busjness to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to

Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.
Hongkong, 15th February, 1901. [207c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of

Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN,

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.
Hongkong, 17th January, 1901. [80c

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1902. [17

SIEN TING,
SURGEON DENTIST,
No. 14, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 22th September, 1898. [39

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
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Head Office:—TOKIO,
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Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [33

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.
42]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [12

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs** or **Colds** and those affected with diseases of the **Chest, Lungs** and **Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the **Cough**, Spitting of blood and **Night-sweats**, and the **Appetite** improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**

GRIMAULT & Co., Paris. Sold by all Chemists.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS
INSULATORS,
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SWITCHES,
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WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900. [29

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.
Hongkong, 21st January, 1901. [34

MEE CHEUNG,
PHOTOGRAPHER,
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Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER
IS WARRANTED TO CLEAR THE BLOOD
from all Impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds, it is a never-failing and permanent Cure. It
Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all Impure Matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark, "BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture" blown in the bottle. WITHOUT WHICH NONE ARE GENUINE. [41

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34

The Share Market.

LATEST QUOTATIONS.

(March 8th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	353 % premium [sales
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$255 buyers
China Traders' Ins. Co., Ld.	$ 25	$55
North China Ins. Co., Ld.	£25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$114
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$315
China Fire Ins. Co., Ld.	$ 20	$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34½ sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$116 buyers
China & Manila S.S. Co., Ld.	$ 50	$70
	$ 30	$40 sellers
Douglas Steamship Co., Ld.	$ 50	$48
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$20½ buyers
	$ 2½	$7 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0
Refineries.		
China Sugar Refining Co., Ld.	$100	$139
Luzon Sugar Refining Co., Ld.	$100	$40 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4½ cum call
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	7 cents buyers
Jelebu Mining and Trading Co., Ld.	$ 5	$3½ sales
Raub Allian Gold Mining Co., Ld.	17s. 10d.	$38½ sales
Olivers Freehold Mines, Ld. A	$ 5	$2.30 sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	5 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	650 % premium [sellers
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$95 sales
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6½	$24 sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$195 sellers
Kowloon Land and Building Co., Ld.	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$50 sellers
H'kong Hotel Co., Ld.	$ 50	$123 sellers
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½ sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$14
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20 sales
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16½
Watkins, Limited	$ 10	$12½
Hongkong Electric Co., Limited	$ 10	$12½ buyers
Hongkong Electric Co., Limited	$ 5	$6½ buyers
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$167½
Geo. Fenwick & Co., Ld.	$ 25	$55
H'kong Ice Co., Ld.	$ 25	$160 sellers
H'kong High-Level Tramways Co., Ld.	$100	$200 sales and [buyers
Dairy Farm Co., Ld.	$ 6	$7½
Hongkong and China Bakery Co., Ld.	$ 50	$55
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ sellers
H.K. Steam Waterboat Co., Ld.	$ 5	$5
China Light & Power Co., Ld.	$ 20	$20

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

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Wright, Mrs. Luke E.
Wright, Miss
Zieglen, Mr. Han

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Oakley, Miss
O'Gorman, Col. The
O'Gorman, Madam
Oppenheim, Mr. J.
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Andrews, R.N., Staff-Surg. and Mrs. A. G.
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Callaghan, Capt.
Canton, Staff-Surg. H.
Canton, Mrs.
Clarke, Capt. A. C., R.N.
Clarke, Mrs.
Crouch, Mr. J. W.
Hamilton, Lt.-Col. H.
Hamilton, Mrs.
Hopkins, Mrs. George B.
Ross, Mr. John A.
Sharp, Mr. and Mrs. E. H.
Volpicelli, Consul

KOWLOON HOTEL.

Allen, Mr. and Mrs. and 3 children
Burinton, Mrs.
Frake, Capt.
Geisler, Mr. H.
Leary, Lieut. C.
Lundholm, Capt.
Hilebyanch, Capt.
Kennedy, Mrs.
Power, Mr. J. D.
Sheppard, Mr. Percy A.
Thomson, Mr. & Mrs.
Wittmuss, Capt.

EXCHANGE.

Hongkong, 8th March.

On London,	Telegraphic Transfer	1/11 13/16
"	Bank Bills, on demand	1/11⅞
"	Credits, 4 months' sight	2/0⅛
"	D'ments, 4 months' sight	2/0⅛
On Berlin,	(demand)	M.2.03½
On Paris,	Bank Bills, on demand	2.50½
"	Credits, 4 months' sight	2.56
On New York,	Bank Bills, on demand	48⅞
"	Credits, 30 days' sight	49½
On Bombay,	Telegraphic Transfer	149
"	On demand	149½
On Shanghai,	Telegraphic Transfer	72½
"	Private 30 days' sight	nom.
On Yokohama,	T.T.	1⅛ % pm.
Sovereigns,	Bank's Buying Rate	$9.95
Gold Leaf	100 touch, per tael	51.80
Bar Silver		28½
Dollars		nom.

OPIUM QUOTATIONS.

Hongkong, 8th March.

New Patna	$920	per chest.
New Benares	950	"
New Malwa	820	per picul.
Old Malwa	830/840	"
Persian good quality	825	"

VESSELS IN PORT.

Steamers.

ANTONIO MACLEOD, American steamer, 812, Ignacio Ugarte, 6th Mar.,—Iloilo 1st Mar., General.—Brandao & Co.

ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 6th Mar.,—Moji 28th Feb., Coal.—Mitsui Bussan Kaisha.

BENLOMOND, British steamer, 1,752, Wm. Hutton, 28th Feb.,—Moji 21st Feb., Coal.—Gibb, Livingston & Co.

CHARTERHOUSE, British steamer, 1,928, H. W. Field, 4th Mar.,—Moji 26th Feb., Coal.—Hughes & Hough.

CHINA, German steamer, 1,113, P. Voss, 23rd Jan.,—Saigon 18th Feb., Rice.—Siemssen & Co.

CHINA, American steamer, 3,187, W. B. Seabury, 3rd Mar.,—San Francisco 1st Feb., and Shanghai 28th, Mails and General.—P. M. S. S. Co.

CHINGTU, British steamer, 2,260, J. E. Williams, 19th Feb.,—Sydney via Ports 25th Jan., General.—Butterfield & Swire.

CONCH, British steamer, Abbot, 6th Mar.,—Balik-papan 23rd Feb., Kerosine.—Arnhold, Karberg & Co.

DAPHNE, German steamer, 1,291, Th. Nissen, 2nd Mar.,—Canton 1st Mar., General.—Siemssen & Co.

DECIMA, German steamer, 794, C. Christensen, 5th Mar.,—Saigon 28th Feb., Rice.—Siemssen & Co.

DEUTEROS, German steamer, 1,001, E. Petersen, 7th Mar.,—Saigon 3rd Mar., Rice.—Siemssen & Co.

DEVAWONGSE, German steamer, 1,050, H. Textor, 3rd Mar.,—Bangkok 24th Feb., Rice.—Butterfield & Swire.

DUNAV, Austrian steamer, 1,004, N. Colazio, 6th Mar.,—Chefoo 28th Feb., General.—Sander, Wieler & Co.

EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb.,—Manila 19th Feb.

EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.,—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General.—C. P. R. Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.,—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

FOON MOON, German steamer, 1,870, Wallis, 3rd Mar.,—Saigon 26th Feb., Rice.—Siemssen & Co.

FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb.,—Manila 15th Feb., Ballast.—Jardine, Matheson & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

HAILAN, French steamer, 377, H. Marlis, 6th Mar.,—Pakhoi and Hoihow 5th March, General.—A. R. Marty.

HAINAN, German steamer, 648, Clausen, 1st Mar.,—Chefoo 24th February, General.—Siemssen & Co.

HUE, French steamer, 705, G. Godinan, 3rd Feb.,—Haiphong and Hoihow 2nd Feb., General.—A. R. Marty.

JACOB DIEDERICHSEN, German steamer, 623, A. Rieke, 6th March,—Haiphong and Hoihow 5th Mar., Rice and General.—Jebsen & Co.

KELVENDALE, British steamer, 1,052, Bradley, 26th Feb.,—New York 28th Dec., and Singapore 18th Feb., Kerosine.—Standard Oil Co.

KUMSANG, British steamer, 2,079, E. J. Buller, 2nd Mar.,—Singapore 22nd Feb., General.—Jardine, Matheson & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 7th Mar.,—Bangkok and Koh-si-chang 27th Feb., Rice.—Butterfield & Swire.

MACHEW, German steamer, 995, J. E. Farrell, 2nd Mar.,—Bangkok 23rd Feb., Rice and Wood.—Melchers & Co.

MAIDZURU MARU, Jap. str., 667, K. Sabozima, 6th Mar.,—Amoy and Swatow 5th Mar., General.—Mitsui Bussan Kaisha.

MORRA KOLL, German steamer, 1,719, G. Kneft, 17th Feb.,—Moji 9th Feb., Coal.—Meyer & Co.

NANKIN, British steamer, 2,557, C. J. Benton, 5th Mar.,—Bombay 14th Feb., and Singapore 27th, General.—P. & O. S. N. Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.,—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

PERLA, British steamer, 1,284, R. W. Almond, 5th Mar.,—Manila 2nd Mar., General.—Shewan, Tomes & Co.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 6th March,—Bangkok 24th Feb., Rice.—Butterfield & Swire.

RATHO, British steamer, 2,795, Nisbet, 5th Mar.,—Barry 13th Jan., and Singapore 23rd Feb., Coals.—Dodwell & Co., Ld.

ST. JEROME, British steamer, 1,056, Jones, 4th Mar.,—Mororan 26th Mar., Coal.—Dodwell & Co., Ld.

SANDAKAN, German steamer, 1,374, A. Brundsletter, 4th Mar.,—Sandakan 27th Feb., Timber.—Melchers & Co.

TATEGAMI MARU, Japanese steamer, 1,668, Yakamoto, 4th Mar.,—Moji 27th Feb., Coal.—Mitsui Bussan Kaisha.

TETARTOS, German steamer, 1,578, T. Desles, 7th Mar.,—Saigon 3rd March, Rice.—Siemssen & & Co.

THALES, British steamer, 820, A. Robson, 6th March,—Swatow 5th March, General.—Douglas, Lapraik & Co.

TOSA MARU, Japanese steamer, 3,610, S. J. G. Parsons, 7th Mar.,—Seattle via Kobe 1st Mar., Flour, Lumber and Shrimp, &c.—Nippon Yusen Kaisha.

YORIHIMI-MARU, Japanese steamer, 1,742, Y. Minamikawa, 7th Mar.,—Formosa 5th Mar., Coal.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

IRIS, British schooner, 206, Wright, 4th Mar.,—from Carnarbon, Sandal Wood.—Siemssen & Co.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.,—from Callao, Ballast.—Order.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clorane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIUELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.,—Rejang 8th Jan., Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 8th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. C. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Shanghai.

Blenheim, 1st class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class-battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

~~*Lizard*,~~ British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,575 tons, 8 guns, 7,500 h.p., Capt. F. C. M. Noel, Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat-destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 18 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchdna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Tsingtau.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Baëhine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loiiel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 35 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Manila.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Garlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ——,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton, and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 359, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Powan*, to-morrow, the 9th instant, at 7.30 A.M.

For Moji—Per *Aristea*, to-morrow, the 9th instant, at 11 A.M.

For Chefoo—Per *Nanyang*, to-morrow, the 9th instant, at 11 A.M.

For Iloilo—Per *Antonio Macleod*, to-morrow, the 9th instant, at 1 P.M.

For Macao—Per *Heungshan*, to-morrow, the 9th instant, at 1.15 P.M.

For Swatow and Shanghai—Per *Wingsang*, to-morrow, the 9th instant, at 2 P.M.

For Amoy and Manila—Per *Yuensang*, to-morrow, the 9th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 9th instant, at 4 P.M.

For Swatow, Amoy and Tamsui—Per *Maidzuru Maru*, to-morrow, the 9th inst., at 5 P.M.

For Moji—Per *Tategami Maru*, to-morrow, the 9th instant, at 5 P.M.

For Canton—Per *Fatshan*, on Sunday, the 10th instant, at 9 A.M.

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